

AMENDMENTS TO THE SPECIFICATION

Please replace paragraph [0018] in the Specification with the following:

[0018] Each LFS rack 114 along with the NFS server 112 and QD 118 associated therewith operates independently of every other LFS rack 114, NFS server 112 and QD 118. Therefore, the operation of but a single LFS rack 114 and its associated NFS server ~~112~~ 112 and QD 118 will be described. The system 100 may be expanded as necessary to include any number of LFS racks 114, LFS servers, NFS servers and QD to meet the demands placed on the system. Each additional LFS rack, LFS server, NFS server and QD will operate in the same manner as the single LFS rack, NFS server and QD described below.

Please replace paragraph [0026] in the Specification with the following:

[0026] When the low fare search master database 106 has finished processing the received data set, the entire data set is "pushed" to an FTP file server 108 associated with the low fare search master database 106 at step S3. Two files are created in the FTP file server 108. The first is a large archive file that is made up of a large number of smaller files that make up the actual fare and schedule data. The archive data set file is identified by the time stamp naming convention described above with a .PGZ file extension appended thereto. The second file is an MD5 checksum file created from the data in the archive file. The data in the MD5 checksum file can be used to verify the integrity of the data in the archive file after the FTP file transfer. The creation of the MD5 checksum files also acts as a control flag indicating that a new data set is ready to be loaded into system 100. The MD5 Checksum file is identified according to the time stamp file naming convention described above, with a _READY_TO_GO.MD5 file extension appended thereto.

Please replace paragraph [0027] in the Specification with the following:

[0027] At step [[S3]] S4 the fareload master server 110 monitors a directory on the FTP file server 108, looking for the YYYYMMDD_(AM1 or PM1 or PM3)_READY_TO_GO.MD5 file. At step [[S4]] S5 the fareload master server 110 determines whether a new fare and schedule data set has been received and stored by the low fare search master database 106. If the fareload master server 110 does not locate the file YYYY MDD_(AM1 or PM1 or PM3) READY TO_GO.MD5 file, it determines that new fare and schedule data have not been received and stored by the low fare search master database 106. In this case, process flow returns to step [[S3]] S4 where the fare load master server 110 continues to monitor the directory on FTP server 108. If, on the other hand, at step [[S4]] S5 the fareload master server 110 detects the YYYYMMDD_(AM1 or PM1 or PM3)_READY_TO_GO.MD5 file, it determines that a new data set has been received and stored by the low fare search master database 106 and the process moves on to step [[S5]] S6.

Please replace paragraph [0028] in the Specification with the following:

[0028] At step [[S5]] S6 the fareload master server 110 requests an FTP file transfer from the FTP server 108. At step S7 the fare and schedule data is transferred to the fareload master server 110 and, [[W]]when the FTP file transfer is complete, the fareload master serve 110 verifies the integrity of the transferred data at step S7 by comparing the contents of the transferred YYYYMMDD_(AM1, or PM1 or PM2).PGZ file against the checksum data found in the YYYYMMDD_(AM1 or PM1 or PM3)_READY_TO_GO.MD5 file. If an error is detected, the fareload master server may request a second file transfer. At step S8 the fareload master server extracts the individual files comprising the new data set, and stores the multiple files in a directory named according to the date/time stamp file naming convention. At step S9 the

fareload master server 110 assigns a data set number to the data set according to a 1-6 rolling assignment procedure. A first received data set is assigned data set number 1, the second data set is assigned number 2, and so forth through the number six. The data set numbers are then recycled, with the next subsequent data set assigned number 1, and so forth.

Please replace paragraph [0030] in the Specification with the following:

[0030] At this point in the process of uploading the new data set the fareload master server 110 enters a "sleep mode" for approximately 20 minutes while it waits for the GDS 122 to digest the new fair and schedule data. Prior to entering the "sleep mode," however, at step S12 the fareload master server 110 sends a message to the QDs 118 alerting the QDs that a new data set is available and identifying the new data set by the assigned data set number.